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CENTRAL INTELLIGENCE AGENCY

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SECURITY INFORMATION

25X1

INFORMATION REPORT

REPORT

BY CABLE

CD NO.

COUNTRY Czechoslovakia

DATE DISTR. 26 November 1952

SUBJECT Aircraft Production at Avia, Letnany

NO. OF PAGES 3

DATE OF INFO.

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NO. OF ENCLS.
(LISTED BELOW)

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SUPPLEMENT TO
REPORT NO.

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THIS IS UNEVALUATED INFORMATION

1. Planned production of the Avia National Corporation, Letnary, for 1952 is 387 25X1
planes. Fulfillment is probably much lower. By 10 November 1952, 81 planes had
been delivered. The following is a breakdown of deliveries:

5 in series 1

25 90 00 2

75 00 00 3

50 99 99 4

55 W W 5

55 09 00 63

50 W W 7

70 8

Some shops are already working on series 8, others only on series 4.¹

2. The paint shop was closed late in October 1952 because home-produced yellow base paint lacked necessary adhesion. 25X1

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3. The final assembly hall was closed on 10 November 1952 because of defective tubing.

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4. Production is being held back by the lack of qualified personnel, material, and special tools by the shortage of screws and screw beds, and by defective accessories.
5. Avia is subordinate to the Ministry of the Interior (sic) but receives a 30 percent subsidy from the Ministry of National Defense.
6. The Stormovik plane is called B-33 [redacted] 2 25X1
7. The following are among the consignees for finished planes: [redacted] Olomouc; [redacted] Trencin; [redacted] Kladno, Prostějov, and Brno. The list is not complete. 25X1
25X1
8. Spare parts are being requested [redacted] in Kbely. [redacted] in Kbely repairs planes. [redacted] 25X1
25X1
9. Three Russian engineers who supervised all production at Avia were replaced on 1 November 1952. 25X1
10. Spare parts are almost nonexistent. There is one set of spare radio and panel equipment for every 40 planes. The following are being ordered from subcontractors:
 - a. Armor plates to shield the engine, from a steel mill in Moravske Budejovice.
 - b. Steel parts from the Kladno mills.³
 - c. Aluminum from scrap and reserves left by the Germans after the war.
 - d. Carburetors from a plant in Holesovice near Most.
 - e. Engine blocks from the CKD Sokolovo National Corporation in Prague-Liben and from Metax in Tynec nad Sazavou.⁴
 - f. Electric accessories from the PAL National Corporation in Kbely.
 - g. Landing gear from the Pantop plant in Radotin.
 - h. Fixtures from the LET National Corporation in Kunovice.
11. Completed planes are towed to the Rudy Letov National Corporation in Letnany and are tested from there.
12. It is believed that jet production is in preparation at the Praga-Vysocany plant.⁵
 1. [redacted] Comment. There is no indication of the type or types of planes being referred to. Recent reports have mentioned the production of MIG-15's, or parts therefor, as well as of IL-10's, at Avia. [redacted] 25X1
[redacted] 25X1

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2. [] Comment. This explains the reference to B-33 planes [] 25X1
[] The term Stormovik may be used here to refer to the IL-10 rather

than the IL-2.

3. [] Comment. Probably the United Steel Works National Corporation (SONP) 25X1
in Kladno.

4. [] Comment. Possibly the Metallurgical Plants (Metalurgicke zavody) 25X1
National Corporation in Tynec nad Sazavou is meant.

5. [] Comment. Probably the Aero National Corporation at Prague-Vysocany rather 25X1
than the Auto-Praga National Corporation at Prague-Vysocany is meant.

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CORRECTION

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A report headed [redacted] as above was issued on 26 November 1952. The following corrections should be made in this report. 25X1

Paragraph 5: "Ministry of the Interior (sic)" should be corrected to read "Ministry of General Machinery".

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